



DTO & MO Quarterly Newsletter



Volume III, Issue 4

Supporting Deployment Operations

OCT-DEC 2007

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Deployment Lessons Learned from Army Units Around the World



Defense Ammunition Center—Germany
by Robert Colclough, Lead HAZMAT Certification Instructor, Vilseck Germany
[\(click for article\)](#)



25th ID NTC Deployment - AMFT & WIM Update to TC-AIMS II
by Mr. Mike Martinson, DCD-ES, CASCOM, Ft. Lee, VA and Mr. Tony Jacang, DOL, USAG, Hawaii
[\(click for article\)](#)

It's that Time of the Year Again. Get Started Now!



The Army's 2008 Deployment Excellence Award (DEA) competition closes out on 30

November 2007. It is open to all Active Army, Reserve, and National Guard units and installations.

The competition year began on 1 December 2006, and will run through 30 November 2007. Units and installations are encouraged to get started now in preparing their self-nominating packet to compete in this elite competition. To participate in the 2008 competition, a unit or an installation

must have executed or supported training or contingency deployment during the competition year.

What's the prize? Two unit representatives from each winning and runner-up category will receive an all expense paid, four-day trip to Washington, D.C., to accept the unit awards. The trip includes travel, per diem, lodging, and ground transportation costs; time for shopping; tours of the D.C. area; and a photo with the Army Chief of Staff.

1 December 07 - 20 January 08:

Submit your self-nomination packets through your chain of command

31 January 2008:

*Nomination packets (with chain of command endorsements) are due to the DEA evaluation board

4 - 15 February 2008:

The DEA board selects semifinalists

3 - 26 March 2008:

DEA teams conduct on-site validation of selected semi-finalists

13 April 2008:

Winners are announced by Army G4 "official" message

3 Jun 2008:

Award ceremony and banquet in Washington, D.C.

* Nomination packets are accepted only from your nominating headquarters

For more information contact your DEA representative or the Army DEA program manager, Mr. Henry Johnson, (757) 878-1833/DSN 826, or email henry.h.johnson@us.army.mil. DEA guidance and evaluation criteria can be found on the Deployment Process Modernization Office Web site <https://www.eustis.army.mil/deploy>

Access this issue and all previous DPMO Newsletters at https://www.eustis.army.mil/deploy/DTO_MO_Newsletter.asp

DTO/Mobility Officer News

The Mobility Officer Program put its first graduates into the divisions almost eight years ago, and despite significant accomplishments there remains an overall lack of understanding of how the mobility officer fits in the deployment picture.

Individually you have been very successful in deploying and redeploying your respective units to Iraq and Afghanistan however, this has not translated into universal understanding of the career field. Articles have been written, brochures have been distributed, and numerous briefings have been presented, but they have focused primarily at recruiting you and your successors.

The accession program for the Mobility Officers is one of the few in the Army that has kept pace with the needs of the Army and maintained the quality of the applicants at the same time. In the active force we are attracting high quality personnel; the reserve force is still a work in-progress. Because of the emphasis on recruiting to the needs of the new modular force, requirements have had to change, and they will continue to change as we mold this force.

Part of that process is to evaluate how this new modular force deploys, conducts the Army mission on the battlefield, and redeploys again. Growing the new Army has not been easy while simultaneously engaged in the war on terror.



A number of gaps in operational and deployment doctrine have emerged as this new force has been fielded. These are being addressed, as well as requirements for additional structure and capability to cover down on the unforeseen tasks that have emerged between the command lines of the deployed force. After listening to your concerns, we have

come to the conclusion that there must be a concerted effort to make the commanders and staffs at all levels aware of your roles and responsibilities in deployment and distribution operations.

In an effort to provide some doctrinal foundation to what you are doing, the members of the Advanced Course were tasked to draft an appendix for FM 3-35 *Army Deployment and Redeployment*, that defines your role in deployment/redeployment and theater distribution.

Once the appendix is completed, it will be sent to you for review and comment. In the course of reviewing the appendix if you have any additional suggestions for marketing this to the force, please add them.

We are counting on you to be the front office for the Mobility Officer Program and we need you to engage on all those issues that are important to process.

POC: CW5 Michael Wichterman, Propnecy Officer, 757-878-1326 (DSN 826)

FY 08 Mobility Officer Class Dates

		<u>Report</u>	<u>Start</u>	<u>Graduation</u>
001-08	Basic	18 Feb 08	19 Feb 08	12 Jun 08
002-08	Basic	6 Jul 08	7 Jul 08	28 Oct 08
001-08	Adv	30 Mar 08	31 Mar 08	12 Jun 08

NOTE: Class dates have been adjusted for training 6 days a week.



TC-AIMS II News

We encourage all TCA2 power users to take a look at the new TC-AIMS II User Site developed for data and information sharing:

<https://www.us.army.mil/suite/page/451863>

This will take you to AKO where you will need to sign in and it will automatically take you to the page listed above. If you have not registered on the TC-AIMS II users site before, click on the "Registration" link and it will automatically allow you to view files as "read only". Your registration will be reviewed by TCA2 system administrators and you will then be granted full access to those same files.

Once user's are granted full access then they will be able to post comments, share information and data, and discuss TCA2 issues and concerns.

POCs: tony.mott@us.army.mil and vince.libonati@us.army.mil

The Deployer



technical tips

Anatomy of a Military Shipping Label

By James Wynn, Interoperability/AIT

[Click here to enter](#)

technical tips

Adding Additional Information to Bill of Lading

By William C. Dunn
Senior Transportation Analyst

[Click here to enter](#)

Shipping Mine Resistant Ambush Protected (MRAP) Vehicles using TC-AIMS II

by Mr. David Baldwin, DPMO, Transportation System Specialist



(MRAP loading C5)

Moving thousands of large vehicles to CENTCOM in the Air Mobility Command sustainment channel would prove unmanageable and delay movement of other critical supplies. CENTCOM plans to manage the flow by requiring the use of JOPES for all over and out-sized cargo - thus creating "sustainment ULNs". The Army decided to use TC-AIMS II to provide the source data for the Mine Resistant Ambush Protected (MRAP) requirements. This required Army G4 to arrange the unscheduled fielding and training of TC-AIMS II to the organization designated by Army Materiel Command.

A tailored training package was provided by the Deployment Process Modernization Office (DPMO) and PM-TIS

from 6 through 14 September 2007, for the Army Field Support Battalion - Afloat (AFSBn-A) at their location near Charleston, SC. The process to move MRAPs will closely mirror the unit move process. In addition to creating the "movement data", burning RFID Tags, and printing the Military Shipping Labels, AFSBn-A personnel were trained to export data files to AALPS, GATES, IBS-UNIT, JFRG-II and upload to the ITV Server.

The strategic transportation begins at Charleston Air Force Base or the Port of Charleston. The destination is determined by ARCENT-FWD based on production information (provided by the Joint Program Office at Marine Corps Systems Command) and the vehicles

needed at the fielding site. MRAPs are being produced by multiple vendors, but fielding is planned to be vendor specific to the company level.

To support the shipment, the Transportation Engineering Agency (TEA) has created temporary LIN/LIN Index (YA0898) and prepared a Draft Transportability Analysis. The individual variants are still in the process of obtaining Air Transportability Test Loading Agency (ATTLA) certification. So far, all three Force Protection Inc. (FPI) variants, as well as the General Dynamics Land Systems (GDLS) CAT I (RG-31), have received certification.

POC David Baldwin (757) 878-1982 and David Gatewood (757) 878-6967.



Convoy Security Operations during OIF

by LTC Chris Croft, Commander, 106th Trans Bn, Ft. Campbell, KY

The 14th Transportation Battalion (Movement Control) Commander mentioned in a meeting recently that it was amazing how many "multi-functional" commanders are now transporters. He said, "They constantly talk about how much they've moved, how many miles on the road, etc. They are so proud of themselves, yet before OIF, miles driven, and other stats like that were easily dismissed."

Welcome to the world of transportation officers...currently two battalions are currently stepping into the combat arms arena of conducting convoy security operations. Now these two commanders are not the first transporters that have conducted this type of mission, but are potentially the last, at least for now.

Is being a convoy security battalion any different than being a transportation battalion? In

some ways no, but in others it is totally different. We would argue that the similarities between the two are the same ones between all battalions, so we want to focus on what is really different.

In a transportation battalion we would focus on the cargo – weight, cube, outsized, oversized, type, class, pickup location and point of contact, delivery location and point of contact, etc.

Where we are located, that is totally outside our scope – KBR, in coordination with our Area Support Group, worries about the cargo – of course we serve as technical advisors since we do have a little experience in those areas.

Our focus is on the combat element of the logistical operation – we provide the security along the routes.

Security is not new, but the focus of how we are going about our business is different – we *were defensively focused*. Our mission is not to secure a convoy of logistical supplies, but to conduct a combat patrol, which requires an *offensive* and *aggressive* mindset.

We looked at the tactical tasks associated with our mission of security operations – *guard, screen, secure, defeat, reduce, interdict* – and identified those that we could do with the resources allocated. Clearly 'guard' was outside our capability, because we are not resourced with the battle space, manpower and weapons to "prevent direct fire against the main body".

We look at each patrol and break it into its key elements – *main body, scout, rear security, flank security* and *over watch*.

[\(Continued on page 11\)](#)



MCT Soldiers keep TF Marne on Track

by Spc. Emily J. Wilsoncroft

Every time a Task Force Marne Soldier rolls outside the wire, a member of the 384th Movement Control Team is watching – and for 12 hours of the day, that person is either Pfc. Marianne Webb or Pvt. Shawn M. Maurer.

Both Soldiers are movement control coordinators with 384th Movement Control Team out of Fort Eustis, Va., and their tasks begin each night when they sit down in the division operations center.

"We monitor and maintain convoys in the (Multinational Division – Center) battle space," said Webb, a Parma, Ohio, native. "We check to see if they

have any issues, and if they do, we can assist them. We also get in contact with the landowners (brigades that control the roads in a particular sector) and change routes and route status when necessary. We're the information center for convoys."

The position Webb and Maurer hold is one of considerable responsibility, and it's rare to see junior-enlisted Soldiers in their chairs, according to Sgt. 1st Class Eugene Carlson, 384th MCT's detachment first sergeant.

"The majority of the stations in the DOC are manned by senior NCOs or officers," he said. "We have four privates down there,

two at night and two during the day. They're working way above their pay grade, and they're well-respected down there."

Maurer and Webb are so well-respected, in fact, that they were recently awarded Army Achievement Medals based on a recommendation from somebody outside of their section.



[\(continued on page 6\)](#)

"We monitor and maintain convoys in the battle space"

"We're the information center for convoys."



HAZMAT: Steps and Hints on How to Make your Deployment Easier (AKA: How to Avoid Frustrated HAZMAT Cargo)

by Mr. Robert Colclough, Lead HAZMAT Certification Instructor, Vilseck, Germany)



(4/2 SBCT loading multi-packs)

Hazardous material consists of only a small portion of all of the items a unit deploys or moves with. Because of its nature, this cargo can present some of the greatest problems.

Instead of telling stories of long days and nights fixing problems related to "frustrated HAZMAT cargo", commanders and unit transportation/movement officers can remember some simple steps and not be the subject of these tales.

Training

– make sure you have enough HAZMAT "certifiers" trained well BEFORE your deployment. These are the people are designated, by appointment orders, to classify, inspect and document the HAZMAT shipment. The training is NOT easy, two weeks of equivalent college level classes – so trying to have someone get the class finished while you are preparing to deploy could cause failure (both in the class and by improperly certifying the loads under stress). Hint: you may have qualified certifiers hiding in your unit – check ATTRS to see who may be within their certification time (2 years since their last training). Put them to work.



(Nevada NG in HAZMAT Certifiers class)



(Separating Oxygen/ Acetylene kits)

Budget

– plan for and buy the current regulations, labels, placards and containers/multi-packs to make sure your HAZMAT is legal to ship. Scrimping on properly preparing your HAZMAT can not only delay shipments, it is downright dangerous. Your folks need the most current regs to catch all of the changes going on in the HAZMAT world – and there are a lot of them.

Remember, equipment can be HAZMAT too –

Especially Aviation hoses and pump systems that have not been purged. Military Air shipments are picky about how these systems (Gators, boats and other items) are prepped before they are allowed on board. Just follow the directions in the HAZMAT manuals.



(Commercial goods prepped for shipment)

Watch what you ship -

especially the stuff you buy on the economy. Some units have gone out and bought insecticides, compressed gas (like "air" to clean computers) and cleaning material that are NOT HAZMAT within the US, but ARE HAZMAT regulated items Internationally. You have to buy new labels, packaging and put extra effort into preparing these items. Material Safety Data Sheets are the key to discover if the items you have just bought downtown are Hazardous for the purposes of transport. Hint: Lithium Batteries can be a pain – using wooden ammo boxes from your local ASP (properly remarked) can bring your packaging up to specification.



(Pre-deployment inspection check at Ft. Lewis)

Help is NOT far away –

Don't hesitate to ask questions. Almost all installations have Transportation Divisions/Movement Control Teams with qualified inspectors that can help you catch violations BEFORE they get to the port or the airfield. SDDC has teams with transportation specialists to prepare for large deployments. And the HAZMAT instructors from the Defense Ammunition Center, soon to be located in 15 locations, are available for advice on the latest regulation changes and where to start.

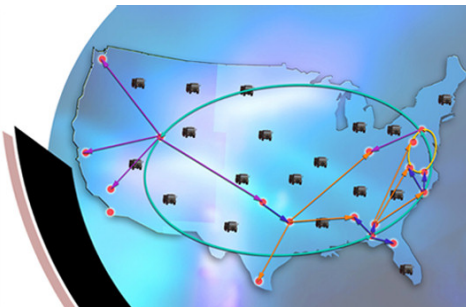
(Robert Colclough is currently the Lead HAZMAT Certification Instructor for the Defense Ammunition Center in Germany – previous assignments include CFLCC civilian ammo manager, ammunition LAR and accountable officer at Miesau Germany).

DTCI: A New Era in Defense Transportation

by Carole Dowling, DTCI Integration Team Leader



Before DTCI



With DTCI

What would you think if you were told the Department of Defense (DOD) has awakened from a long transportation, logistics and distribution slumber by hiring for the first time, one commercial transportation provider, more explicitly, a Third Party Logistics (3PL) provider to move a third of the second destination Continental United States (CONUS) freight?

You might think, "There is no way one company can do all of that work to maintain the current infrastructure and be successful." How can one company manage, consolidate, optimize, and control that magnitude of freight coming and going from each and every direction and from all four services to include the Defense Distribution Centers run by the Defense Logistics Agency (DLA)?

The answer is the Defense Transportation Coordination Initiative (DTCI). DTIC will lead the way to optimizing the current decentralized approach to shipping freight to a more centralized and managed system.

There are more than 600 service and DLA locations currently shipping and dropping off freight to move to onward locations down range. The map looks like a montage of lines crisscrossing with no apparent logic or means of tracking. Would a 3PL be the answer DOD is looking for to take this current system with no oversight management to one with the goal of reducing time, costs, and maximizing efficiencies? The answer is a resounding, "Yes!"

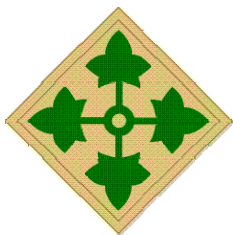
After more than four years of research and analysis, conferring with commercial industry leaders who do this for a living everyday at a profit, a single contract was awarded by the United States Transportation Command (USTRANSCOM).

What does this mean for getting the warfighters in the field the materials they needs when they need it? How does this contract affect the installation Transportation Officers (TOs) responsible for making that happen?

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MCT Soldiers



The two said they take their job extremely seriously, and with good reason.

If they were to give incorrect information to a convoy, Webb said, that could put the convoy in jeopardy. And when they are contacted by unit, they must always be ready to answer the call. "If a unit needs something, they contact us and we coordinate it," she explained.

As one might expect, this mission requires vigilance. "You could sit there for hours and have nothing happen, but once stuff does happen, it goes down in an instant," said Maurer, a Midland, Mich., native. "It gets very stressful - I just have to step back for a minute and figure out how I'm going to get eve-

ryone's questions answered." Webb said she's more comfortable in those unexpected situations. "I get fidgety when there's nothing to do," she said. "When something comes up, I like making the calls to find out what to do about it - it makes me feel like I've made more of an impact."

"Every time something (adverse) happens, we learn," Webb added. "Unfortunately, it's usually something we'd rather not have to learn from."

When they're not deployed, the Soldiers' primary duty is to plan for any possible scenario.

"Back (in the U.S.), all we do is go to school," Webb said.

"We're constantly learning, constantly preparing to do the job we're doing."

Maurer agreed. "Whether the incident is small or big, it's never exactly the same as any other," he said.

During slower periods, though, the Soldiers are still busy. "We're the extra watch-dogs," Webb said. "If (Maurer) notices that a convoy has been sitting in one place for too long, he'll call them to find out why."

"They do an outstanding job tracking convoys, doing maps and determining route status, (medical evacuation) status and incident status," Carlson said. "All four guys working in the DOC ... have met and exceeded our expectations." *



"It's Your Move!"

by Mr. Ronald Jakovac, Chief, Transportation Branch, IMCON-Korea

The next time you're standing in a deployment processing line or loading your cargo..... remember, "It's your move!"

When you saw the title of this article, you probably hoped it would contain some useful tips on shipping household goods when you PCS.

The "move" I want to write about is your unit's deployment commitment. Everyone assigned to the unit plays an important role in this team effort. It doesn't matter whether you're a Battalion Commander, a First Sergeant or a newly assigned Private. Therefore, it's absolutely essential that everyone knows exactly how important his or her contribution is. Why? Because all deployments require a totally integrated and dedicated effort from everyone in the unit. Just one missed task, no matter how small it may seem, during the execution phase can often be the difference between a successful or failed operation.

How can you enhance your performance during your "move?"

I can think of several ways, but three come to mind immediately.

First, be ready to move. If your unit has a deployment commitment, ensure your cargo is ready to go on a no-notice basis. Know exactly what cargo you are required to take to the fight, keep your equipment mission capable at all times, and make sure you can deliver it on time.

Now that we've taken care of the cargo, what about you? Are you ready to deploy right now? It does happen. Like many of you, I remember being told on a certain afternoon about 17 years ago that I'd be deploying within 24 hours for a long TDY. Do you have all of your required immunizations and weapons training completed? Do you have all of your professional gear and personal items? The deployment processing line is not the place to be trying to get overdue shots or looking for extra sets of ACUs.

Second, always display a sense of urgency. This takes a lot of self-discipline, but it will pay a lot of dividends. Complete your tasks with enthusiasm and focus on the mission. This applies especially during local exercises, because they are the perfect opportunity for honing your war-time skills.

Finally, stay fit—physically, mentally and spiritually. Start taking advantage of the many recreational, educational and religious programs your post or base has to offer. A healthy body and alert mind should make you feel better. Equally important, staying fit makes it easier for you to get through those long, grinding hours during a local exercise or actual deployment.

The next time you're standing in a deployment processing line or loading your cargo on a C-17 aircraft or a ship for a deployment, remember, "It's your move!"



Army Transportation School Driver's Training Website

In June, the U.S. Army Transportation School and Center launched Army first: Driver's Training Web site - ADSO.

Although some pages are still under development, the objective is to provide commanders with drivers' training tools via 21st Century technology to assist in meeting their training needs; and facilitate a user friendly delivery system for training materials in support of the Army overall driving mission.

We've endeavored to become the premier one-stop location

(a Wal-Mart) for all your Army Motor Vehicle (AMV) training requirements and assistance.

If you do not find what you're looking for, please contact us so we may assist you further.

We'd appreciate you taking the time to tell us how we are doing by taking this survey. You may also send additional comments to the ADSO via Eustis.AMVTCCentral@conus.army.mil or contact us via phone at DSN 826-6557/6889 or Commercial (757) 878-6557/6889.

TOPICS/LINKS

- * Motor Transport Operator 88M (CASCOC) Critical Task List, Rollover TSP and 88M reclass
- * MTOC 88M Ft Leonard Wood (58th Trans Bn) and Ft Bliss
- * Wheeled Driver Tool Box (USACRC)
- * TRADOC Capability Manager-Transportation (TCM-T) LTWVs, MTWVs, HTWVs, etc.
- * Trans Publications (TCs, FMs TM, TB, LOs, etc).
- * TWV Rollover and HEAT Information
- * CONUS (FORSCOM) and OCONUS (USAREUR) Driver's Training programs
- * Multimedia Training resources (CBT, TVT and web-based courses)

http://www.transchool.eustis.army.mil/adso/ADSO_index.htm

**Premier
"One-Stop"
Location
for AMV
Training**

Civilian Rail Employee Training Program

by Mr. George Atkinson, Chief, IMOD-OES, USATSCH



RAIL SAFETY

Rail Accidents and Incidents

Any and all Army Rail Accidents and Incidents are to be reported to the Transportation Branch Rail Safety Office within 24 hours of occurrence, per Transportation Branch Rail Safety Office Accident/Incident Reporting Policy. Information obtained from these notifications/reports are used to identify problem trend areas in order to "develop accident prevention measures" for the entire fleet (AR 385-40, Safety, Accident Reporting and Records).

Rail Hazard Issues

Following the Chief of Staff of the Army's direction, it is this office's mission to be the user representative for both acquisition and training issues. It is incumbent on the users in the field to inform this office of any issues or hazards before they cause injury or damage to Army or contract personnel and equipment. The intent of the Rail Hazard web page is to identify trends throughout the fleet and recommend "fixes" to the appropriate Risk Level Authority.

All Army Rail Accidents and Incidents that meet the classification of an Army Class A through D Accident will be recorded with the US Army Safety Center and carbon copied to this office.



Ft. Drum derailment, Jul 07



Ft. Hood derailment, Nov 05

In light of recent rail accidents at military installations, Army rail training at the US Army Transportation School has been revised to include training for DoD civilians working as rail crewmembers on CONUS installations.

A new two-week course is being developed to train civilian rail employees on basic rail safety, procedural, and technical tasks. Upon completion, students receive a *Certificate of Training*. This course is planned for implementation after Jan 08.

In addition to attending this course, employees must take the rail operations sustainment course currently offered online through the USATSCH web page. This course is required to be repeated, at mini-

mum every three years or as directed by local supervisors, for all personnel working in rail operations on CONUS installations.

A supplemental set of lesson plans are also being developed to augment the training contained in the web based course to train those subjects that require hands-on training for proper reinforcement. This training will be conducted by senior rail employees at each installation. These requirements will be included in the updated AR 56-3, Management of Army Rail Equipment.

For Locomotive engineer certification, qualifying individuals attend a two-week certification course that includes: safety, rail operating rules and federal regulations, and train

handling procedures that provides for variations of train tonnage under differing operating conditions, such as hills, blind curves and signaling.

Students train on a DoD locomotive and upon successful completion are licensed to operate locomotives. To maintain their certification these individuals must attend a one-week recertification course every three years, which includes a performance portion conducted on a locomotive simulator. In addition to the cert/re-cert classes, locomotive engineers must take an annual performance check ride in a locomotive simulator.



SMARTBOOKS: Understanding Integrated Distribution Lanes



SMARTBOOKS are updated monthly. Action officers can get more information or a copy of a SMARTBOOK for a specific IDL by contacting USTCJ5J4-SA@ustranscom.mil

The USTRANSCOM mission continues to evolve. With its designation as the Department of Defense Distribution Process Owner, the command has made numerous operational changes from a focus strictly on transportation to one of end-to-end supply chain management. One method for understanding the flow of people, equipment and supplies from the continental United States to the combatant commander's area of responsibility is Integrated Distribution Lanes. IDLs are logical groupings of supply and transportation activities describing the physical distribution of sustainment cargo as differentiated by modes, methods and customer locations. Each IDL has a number of elements and performance

measures specific to the supported COCOM and transportation mode. To help the USTRANSCOM J5/4 staff understand and monitor the IDLs, the DPO Program Management and Strategy Division, J5/4-S, team developed IDL SMARTBOOKS.

A SMARTBOOK is a compilation of data specific to the IDLs within a geographic COCOM's AOR. SMARTBOOKS put a wealth of data at the fingertips of action officers. Book content will develop further as action officers identify data to be included when books are revised or updated. The TCJ5/4-S team standardized the books, so the presentation of data is consistent, regardless of the COCOM or IDL selected.

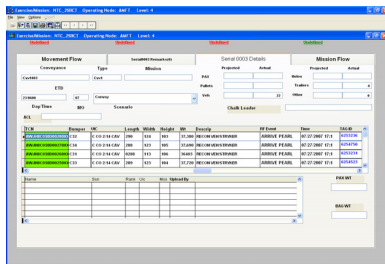
SMARTBOOKS include:

- DPO IDL Working Guide and IDL Business Rules, pending staffed IDL CONOPS
- Universal Service Contract 05 tables
- Container Pools
- Electronic Data Interchange
- Summary of Performance
- Transit Time Matrix
- Interrogator Totals by Location
- Category A Contracts
- Tailored Transportation Contracts II
- Defense Distribution Center and Service Depots
- Common URLs, Organization Charts and POCs
- Depots and Aerial Ports Of Embarkation Map (CONUS)
- Channel Performance Factors
- Airfield Reports and Flight Schedules
- Specific Surface destinations with transit times and carrier
- Roller Bed Performance
- USTRANSCOM Support to COCOM Exercises
- Air IDL Operational Views (OV-1) with supplier, transporter and theater standards
- SURFACE IDL OV-1 with supplier, transporter and theater standards

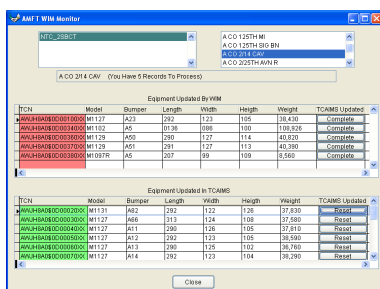


25th Infantry Division (Hawaii) NTC Deployment: Using AMFT and WIM to Update TC-AIMS II

by Mr. Mike Martinson, DCD-ES, CASCOM



AMFT Monitor screen shot



AMFT WIM Monitor screen shot

A new use for Automated Movement Flow Tracking (AMFT) was adopted for the 2-25 ID deployment to NTC in July. Deploying units from Hawaii already used AMFT to schedule and track equipment using RFID from the Alert Holding Area at Wheeler Army Airfield to the Port of Embarkation at Pearl Harbor. AMFT automatically captured equipment arrival/departure at critical deployment nodes providing real-time visibility as well as a variety of useful reports (On Hand, Daily Workload, Frustrated Equipment) or queries.

Mr Tony Jacang, DOL USAG Hawaii, devised the plan for use by the 2nd SBCT to enhance the AMFT process. The dimensions and weights of deploying equipment were captured by Intercomp's Deployable Automated Cargo Measuring System (DACMS) Weigh-in-Motion (WIM) scale and Laser Profiler. The results were displayed in AMFT WIM MONITOR and showed UMOs what needed to be changed in TC-AIMS II. The benefit to the UMOs was

that they didn't need a runner to come from the scale house to give them the data and they could easily see if changes were needed.

DACMS/WIM uses RFID data reported by Savi Site Manager (signpost/tag IDs) as equipment enters a lane to query AMFT database for the equipment details. This data is presented to the DACMS operator for verification and as equipment passes through the laser profiling and weighing pads DACMS posts updated dimensional/weight data associated with the equipment to the AMFT database.

The updated dimensional/weight data is automatically presented to the UMO via the AMFT WIM Monitor for updating of TC-AIMS-II prior to printing final MSLs.

Utilizing these enhancements provided 25ID with several improvements to their overall deployment process.

1. Improved safety (UMOS or their runners are not running around highly active

areas trying to collect dimensional/weight data or apply MSLs)

2. Improved data accuracy (although data has to be transposed from AMFT to TC-AIMS it is at least coming in an automated form and not hand written)

3. Improved throughput speed (Obviously Automated weighting/sizing improves speed as does not having a UMO or runner try to manually track down/record this information).

4. Reduced man power requirements (again the automation can easily reduce staff normally required to weigh/size equipment and manually collect data).

The PM-TIS is already working the next logical steps by incorporating the AMFT capabilities into a future maintenance build of TC-AIMS II.



Automated Movement Flow Tracking. AMFT is a software tool that provides automated support for deployment planning and execution. It also develops deployment schedules, updates and modifies chinks, creates and prints movement flow tables, and is capable of sending electronic messages.

As a planning tool, AMFT provides automation where none previously existed. Enables user to build a schedule that reflects timing necessary for critical events to occur prior to a given conveyance departure.

As an execution tool, AMFT supports managing the flow of deploying troops and equipment through the marshaling and deployment process by making deployment status and information available to anyone involved in the process.

continued from page 6 DTCl: A New Era



Under DTCl, TOs will be enabled with a commercial provider who will manage all of DOD's CONUS freight just by asking it to be moved or delivered.

Under DTCl, TOs will be enabled with a commercial provider who will manage all of DOD's CONUS freight just by asking it to be moved or delivered. They will no longer go down the list of transportation providers only to be rejected time after time due to equipment shortages. TOs will not be concerned with evaluating a varying array of differing rates and charges when making a transportation procurement decision. Under DTCl, the rates have already been reviewed to ensure that DOD is receiving the best rate possible for the services we need. They will also not have to go down the "route order" list only to reach the end without getting a response and have to start the calls all over again. They will send their electronic request, just as they do today, and they will be contacted with a reservation, time of pick

up, drop off, carrier, and transportation rate.

While it may sound impossible, this is the promise that DTCl holds for TOs. In fact, research by the University of Tennessee's Logistics and Transportation Department and the University of Ohio confirmed that DTCl basic requirements ("Key Performance Indicators") were consistent with commercial transportation industry best practices.

And why not?

Imagine for a moment that you are at home and order something online from a reputable company. You are advised to log onto their commercial website to track each segment of where your shipment has been, or will be, according to its tracking number. You know when it

will be in your area, who will be delivering it, if it is going to be delayed and if something is damaged or not expected with the shipment, and who to contact for correction of the shipment status. You expect superior customer service because this commercial company has a consistent reputation for on time delivery, a superb web based site to order from and they have a customer satisfaction guarantee that states you get your money back if not completely satisfied.

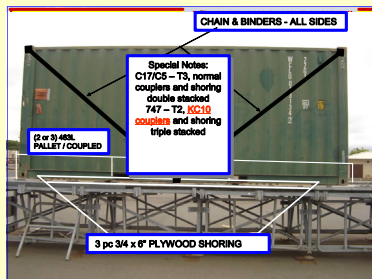
Shouldn't the government enjoy that same level of service and confidence when dealing with commercial freight providers whether they are the huge trucking conglomerates or small business carriers? This is the driving concept behind DTCl.

(continued on page 12)

Take-Away: 747-200S Cargo Deployment



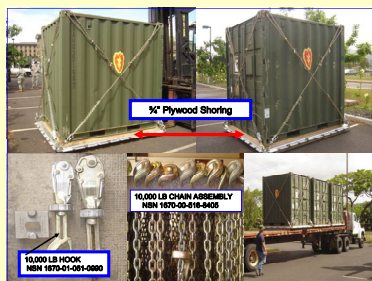
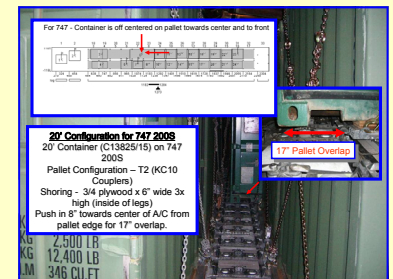
provided by DOL, Trans Div, U.S. Army Garrison, Hawaii



TRICON SHORING AND TIE-DOWN FOR AIR SHIPMENT:

- ◆ 4 X pcs of 3/4" plywood cut 6" W and 82" L
- ◆ 4 x pcs of 3/4" plywood cut 6" W and 63" L
- ◆ Note: (double stacked for C130, C-17 & C5 / triple stacked for 747-200)
- ◆ 16 ea. X 10,000 lb chain assembly
- ◆ 8 ea x 10,000 lb binders (hooks must be facing out)

Total weight of 463L pallet, shoring and tie-down is approx. 460 lbs. This weight must be added to the weight of the TRICON.



"CONTROL + Click" on pictures to enlarge

Unified View (UV)



by Mr. Don Charity, Military Analyst, DPMO

What is Unified View?

Unified View (UV) is a series of development and experimentation events designed to address the most pressing joint warfighter deployment and distribution challenges to Joint Deployment and Global Distribution and present continuous delivery of near-term improvements. UV experiments leverages Chairman of the Joint Chiefs of Staff (CJCS) exercises, lessons learned, and previous experimentation results and uses the Joint Capabilities Integration and Development System (JCIDS) process to rapidly develop and field tools that provide improved support to the warfighter. UV is co-sponsored by USTRANSCOM, USJFCOM, and the Defense Logistics Agency (DLA) and involves members from the Joint Planning and Execution Community (JPEC), the Deployment Process Modernization Office (DPMO) and a host of deployment and distribution process experts from Joint commands, Services and agencies working together to find solutions to these challenges.

Unified View 2005 (UV05) was the first experiment in the UV series to focus on integration of deployment and distribution processes. Experts came together to address solutions to each of three UV05 focus areas: Requirements and Movement Control, Asset Visibility, and Force Closure. The Joint Oversight Requirements Council (JROC) directed implementation of a Force Tracking Number to improve sourcing and tracking of requests for forces and Focused Warfighter to improve strategic lift validation.

Unified View 2006 (UV06) was the second experiment in the UV series. UV06 focused on the integration of joint deployment and global distribution processes, more specifically global force allocation management (GFAM) and Sustainment Forecasting and Planning (SFP). The goal was to provide the warfighter a single integrated view of sustainment requirements synchronized with force movements. JCIDS documents are currently awaiting proof of concept validation (SFP) or on hold pending a final decision (GFAM).

Unified View 2007 (UV07) is third in the UV series. The UV07 workgroup focused on two problem statements: (1) Deployment systems do not support joint information requirements needed for Command & Control (C2) and reporting transportation tracking/closure (Unit Move Tracking), and (2) CCDR's require an improved capability to identify, plan, and manage multinational (MN), interagency (IA), international organization (IO), and nongovernmental organization (NGO) coalition deployment, force rotation, redeployment, and sustainment requirements during time-phased force and deployment data (TPFDD) development, validation, and movement execution in an end-to-end manner. The second problem area was narrowed to focus on military forces only. UV07 recommendations will be presented at the Oct 07 Joint Deployment and Distribution Conference (JDDC) and subsequent JCIDS documentation to the JROC for approval.

Unified View 2008 (UV08) is the next in the UV series and warfighter challenges for potential work will be solicited at the Oct 07 JDDC. Possible issues already include redeployment/retrograde/etc. and IA/NGO/IO deployment planning and movement execution. The next UV Experiment (UV08) FAA working group is scheduled for 11-15 Feb 08. (POC: Donald Charity, 757-878-5906; donald.charity@us.army.mil).

continued from page 4 Convoy Security Operations



We accomplish the securing of the main body, scout and rear security with our internal assets. We coordinate with battle space owners for flank security at key locations as determined through S2/S3 and company assessments. We then coordinate with TF ODIN and aviation assets for the over watch – again at key locations. We also attempt to link patrols to keep eyes on the road – once we've scouted the terrain we want to maintain

eyes on the entire time. Since our arrival we've maintained this offensive mind set, which is translating into the actions of our Soldiers. If the enemy dares to attack we will engage following our ROE.

It is difficult for the Soldiers – when we first arrived they felt they were just running the gauntlet and hoping for survival – now they are on point, looking and taking the initiative away from the enemy. We are taking this

“rendezvous with destiny” to the enemy, instead of ceding the first blow from them – we remain always aggressive and offensive minded, while having the discipline necessary for this COIN fight.

I know we are not the only ones being aggressive – we meet others on the road all the time and it is gratifying to see the outstanding work and accomplishment of so many transportation and logistics Soldiers.

Continued from page 10 DTCL: A New Era



The bottom-line is that warfighters on the ground need to know where their material is located when they need to know. Lives may depend on it. With DTCL, they will know.

When fully implemented, the program will save the government more than \$40 million a year.

Part of the problem is that the DOD didn't have enterprise-wide vision. DOD didn't have a centralized command and control center utilizing commercial best practices to obtain increased efficiencies and cost savings. DOD didn't leverage the commercial sector to move its freight at great rates even if it could leverage them based on volume of shipments alone. DOD didn't guarantee the commercial provider a long term relationship, offering them an opportunity to utilize their commercial expertise to gain efficiencies throughout the military inventory.

To oversee the entire CONUS enterprise regardless of affiliated service, the DOD decided it needed a single commercial third party logistics provider to identify and rectify the inefficiencies and repetition in the current system. A commercial provider will select the best mode of transit, identify consolidation opportunities and add military freight to already moving commercial freight. The commercial sector has thousands of trucks on the road going in thousands of directions every single day. Why not take advantage of that vast logistics distribution organization already in place to move military second destination freight as well?

The DOD announced its contract with Menlo Worldwide Government Services, LLC, of San Mateo Calif., on August 17, 2007¹ to manage an estimated \$250 million annual transportation outlay. The award is a potential seven year contract (three

base years with four option years) with a value of \$1.6 billion contract. The contract requires that the new DTCL coordinator will enhance support to the warfighter by streamlining the distribution process which is currently divided among the individual agency and service unique systems, improving customer service and increasing reliability by delivering material to the end user while adhering to their specific requirements. The coordinator will offer current state-of-the-art automation which gives in-transit visibility to the war fighter while improving data and reporting opportunities. The Coordinator will also provide metrics and analysis reporting tools to measure success.

Commercial industry excels at this type of work each and every day. They are customer focused because if they aren't, the commercial customer will look elsewhere for a reliable transportation provider. Taking their cue from the commercial sector, DOD believes DTCL is the direction it needs to take in the future management of DOD second destination freight.

There will be exclusions. The following freight movements will be excluded:

- Hazardous freight shipments
- Household goods
- Privately-owned vehicles
- Vendor shipments
- Overseas shipments
- Bulk fuels
- Small parcels

DTCL will include all modes of shipments to include surface, air, rail, and barge shipments.

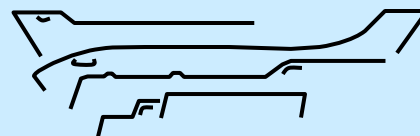
The bottom-line is that warfighters on the ground need to know where their material is located when they need to know. Lives may depend on it. With DTCL, they will know. They will know how long it's going to take to get it into theater near them wherever they may be located. They won't order it twice because they will have enterprise-wide visibility utilizing a world class IT system. They will have a streamlined commercial business enterprise that focuses on their specific customer requirements - an enterprise that is focused on their cargo needs and will deliver their freight in the operationally working condition they expect within the constraints of that order. That means "on time, every time."

Having a DTCL coordinator on the DOD team, looking to improve upon the current DOD shipping systems, and helping to deliver freight to the warfighter as expeditiously as possible will also save money. When fully implemented, the program will save the government more than \$40 million a year.

With DTCL, TOs will have a tool that provides them the same level of in-transit visibility and reliability as their peers in the commercial sector enjoy. When lives may depend on a particular shipment, that is important. *

¹ [While USTRANSCOM awarded the DTCL contract to Menlo Worldwide Government Services, LLC of San Mateo, Calif., on August 17, 2007, on August 29, 2007, Ryder Integrated Logistics, Inc., who also bid on the contract, filed a protest with the Government Accountability Office (GAO). As required by the Federal Acquisition Regulation (FAR), Menlo was directed to stop work under the DTCL contract until such time as this protest is decided. USTRANSCOM will provide any support requested by the GAO throughout the protest process. Currently, we anticipate resolution of the protest by mid-December, 2007.]

DEPLOYER'S CORNER



HAZMAT Publications: Two regulations have been published on the Web: AR 700-141 (Hazardous Materials Information Resource System) on 13 Aug 07, and DA Pam 710-7 (Hazardous Material Management Program) on 31 Jul 07.

The "DPO Update" is a single-page, biweekly publication sent to Distribution Process Owner (DPO) stakeholders to inform and enhance awareness of initiatives and activities within the DPO community. It is designed to provide an executive overview and to facilitate information sharing through various Web links. Please note that some of the Web links are only accessible from a dot mil (.mil) site.

To subscribe to The DPO Update (a single-page, e-newsletter sent to your email inbox bi-weekly), send a blank e-mail to join-dpoupdate@mercury.afnews.af.mil. There is no need for a subject or message.

WPS Functionality Transitioned into GATES: More to follow on this subject in future newsletters. POC: Susan Dolphy, susan.dolphy@scott.af.mil, 618/229-5688, DSN 779-5688

Training on the Portable Deployment Kit (PDK): Visit the PM J-AIT ITV Operations and Training Newsletters at <http://www.cascom.army.mil/Automation/ITV/newsletters.htm> to view the May and June 07 issues for articles on PDK training.



SDDC OPERATIONS CENTER CUSTOMER ADVISORIES

July 20, 2007
CA-07-07/20-0147

Subject: Release of the new Discrepancy Identification System (DIS) and the new Transportation Discrepancy Form (DD361)

Purpose: To notify all shippers and receivers of the new Discrepancy Identification system (DIS) replacing the existing Transportation Discrepancy Report (TDR) application

Be Advised: The Discrepancy Identification System will be available for use on 26 July 2007.

July 31, 2007
CA-07-07/31-0156

Subject: MSDDC Eastern Regional Training Workshop

Purpose: To inform shippers of MSDDC Oct 2007 Training Workshop in Williamsburg, VA.

Be Advised: The Military Surface Deployment and Distribution Command will host its' Eastern Regional Training Workshop on October 15-18, 2007 at the Great Wolf Lodge Williamsburg, VA.

September 25, 2007
CA-07-05/09-0086-Revised

Subject: Theater Booking Advisory for Cargo Movement to Kuwait

Purpose: Provide shippers and OCCAs guidance for booking cargo consigned to locations in Iraq and Kuwait via Shuwaikh port. This advisory consolidates several previous advisories and the updates contained herein supersede any previous guidance.

Safety Matters: Remember to completely raise trailer landing legs before rail loading. Recently, during rail loading operations, a unit attempted to load a trailer without completely raising the landing legs. The trailer's landing legs were too low to clear the spanners between rail cars and became hung up. The vehicle pulling the trailer became stuck and could not be uncoupled from the trailer. Valuable time was wasted dealing with the situation. Drivers and first line leaders need to ensure trailer landing legs are completely raised.

Division Transportation Officer & Mobility Officer (DTO/MO)
Quarterly Newsletter
Deployment Process Modernization Office
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Purpose: DPMO publishes the DTO/MO Newsletter four times a year. DPMO is a Army G3/4 chartered organization that serves as the Army deployment proponent. This periodical is governed by Army Regulation 25-30 (The Army Publishing Program), Chapter 10. The DTO/MO Newsletter is a vehicle to disseminate recent developments in Army deployment concepts, procedures, and issues. The intent is to provide a flow of information among readers around the globe. **Disclaimer:** Since the DTO/MO Newsletter is an open forum, the articles, letters, and opinions expressed or implied herein should not be construed to be the official position of DA G3/4, TRADOC, USATC&S, or DPMO.

Submissions: We solicit articles and reader's comments. Contributions of 500 words or less are ideal. Submit contributions, double-spaced in MS Word. Include name, title, complete unit address, telephone numbers, and e-mail address. Graphics can appear in an article, but you must also provide a **separate computer file for each graphic and photograph (photos must be 300 dpi)**. Send e-mail submissions to kevin.rhodes@us.army.mil. DPMO reserves the right to edit content to meet space limitations and conform to the DTO/MO Newsletter style and format. **Next issue: January 2008. Submission DEADLINE: COB 20 December 2007.**

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